

Star-Bulletin Classified

ONE CENT A WORD

WANT-ADS

WANT-ADS

A

ANNOUNCEMENT.

Leading hat cleaners. Prices moderate. We sell the latest styles in Panama and Felts. Work called for and delivered. Blaisdell Building, 5895-6m

AUTOMOBILE FOR HIRE.

GET THERE QUICK.

—Telephones—
2999 and 1005
HONOLULU AUTO & TAXI CO.
Alakea and Hotel Sts., Opp. Y. M. C. A.
Managers Behn & Benford.
5739-4f

B

BICYCLE SUPPLIES.

S. Komeya, wholesale and retail dealer in bicycles and accessories. King street near Punchbowl street. 5642-4f

BICYCLES AND SUPPLIES.

We have just received a splendid new supply of PREMIER Bicycles from mainland; also supplies. H. Yoshimaga, 1218 Emma near Beretania. 5690-4f

BARBER SHOP.

P. C. Stone opens his new barber shop under Masonic Temple, Alakea and Hotel sts., August 1st. Prices 25 cents all around. 5920-4f

BUY AND SELL.

Diamonds, watches and jewelry bought and sold and exchanged. J. Carlo, Fort St. 5745-4f

C

CAFE.

Royal Cafe, everything the best at popular prices; fine home cooking; prompt service; Beretania, nr. Fort St., opp. fire station. K. Nakano, Fr. 5745-4f

Boston Cafe, coolest place in town. After the show drop in. Open day and night. Bijou theater, Hotel St. 5629-4f

Columbia Lunch Room; quick service and cleanliness; our motto; open day and night. Hotel, opp. Bethel street. 5618-4f

"The Eagle," Bethel bet. Hotel and King. A nice place to eat; fine home cooking. Open night and day. 5638-4f

The Hofbrau; just opened. Hotel st., opp. Bethel. Meals at all hours. 5920-3m

The McCandless, Alakea, near King. Best meals for price in town. 5920-3m

"The Hoffman," Hotel St., next to the Encores. Best meals for price in town. Open all day and all night. 5638-4f

New Orleans Cafe. Substantial meals moderate. Alakea cor. Merchant St. 5689-4f

CONTRACTOR AND BUILDER.

George Yamada, general contractor. Estimates furnished. No. 208 McCandless Building. Telephone 2157. 5265-4f

Sanko Co., Sanko bldg., Nuuanu and Vineyard. Tel. 3151. Contracts for building, paperhanging, cement work, cleans vacant lots. 5632-4f

Y. Kobayashi, general contractor, 2034 S. King. Phone 3356. Reasonable. 5632-4f

CARD CASES.

Business and visiting cards, engraved or printed. In attractive Russia leather cases, patent detachable cards. Star-Bulletin office. 5540-4f

CLOTHES CLEANED.

A. B. C., cleaning, repairing; satisfaction guaranteed; call and deliver. Maunakea near Pauahi. Tel. 4148. 5335-4f

Give your work to Pioneer Cleaners, Beretania, cor. Alakea. Prompt service. 5912-1m

T. Hayashi; clothes cleaned, pressed. Tel. 2278. Beretania, cor. Pukoi. 5913-1m

For expert clothes cleaning, The Lion, 1 King, at Maunakea. 5919-1m

CLEANING AND DYEING.

Royal Clothes Cleaning and Dyeing Shop. Call and deliver. Tel. 3149. Okamoto, Beretania, nr. Alapai St. 5595-4f

D

DANCING SCHOOL TANGO.

Classes now open Thursdays, Fridays and Saturdays, 1 to 3 and 7:30 to 9:30 p. m. at the large and small halls, National Guard Armory. For further information call or phone A. E. Clarke, 1186 Alakea, phone 4276. Associate to Prof. L. A. Hepburn, instructor. 5907-1m

DRESSMAKING.

Johnson and Olson, dressmakers, Elite building, Beretania, near Bishop sts. 5910-1m

E

EMPLOYMENT OFFICE.

Union Employment Office. Tel. 1420. All kinds of help. G. Hiraoka, Proprietor, 1210 Emma, cor. Beretania. 5909-3m

Y. Nakanishi, 64 Beretania nr. Smith street, for good cooks, yard boys. Phone 4511; residence phone 4511. 5246-4f

Japanese cooks, waiters, yard boys. Matsumoto, 1124 Union. Tel. 1756. 5070-4f

G

GLEE CLUB.

Kaai Glee Club, 51 Young Bldg. Tel. 3687, furnishes music any occasion. 5381-4f

H

HAWAII'S MUSIC.

Ernest K. Kaai, 51 Young Bldg., Tel. 3687, teaches vocal and instrument. 5752-4f

HAT CLEANERS.

Leave your dirty hat at the Royal Cleaners, Beretania, nr. Alapai. Phone 3149. 5909-3m

T. Sato, cleaned, dyed and blocked; call and deliver; Kamanuval lane, near Beretania st. Telephone 3723. 5910-1m

J

JEWELER.

Sun Wo, Gold and Silversmith; material and work guaranteed. If not satisfactory money will be refunded. 1121 Maunakea, nr. Hotel street. 5531-4f

L

LIVERY STABLE.

First-class livery turnouts at reasonable rates. Territory Livery Stable, 348 King, nr. Punchbowl. Tel. 2535. 5518-4f

MACHINE SHOP.

Have your repair work done by experts. Kellogg's Machine Shop, South, near King. 5921-4m

P

PAINTER.

S. Shiraki, 1242 Nuuanu; Tel. 4137. Painting and paperhanging. All work guaranteed. Bids submitted free. 5328-4f

PRINTING.

We do not boast of low prices which usually coincide with poor quality; but we "know how" to put life, hustle and go into printed matter, and that is what talks loudest and longest. Honolulu Star-Bulletin Job Printing Department, Alakea Street; Branch Office, Merchant street. 5399-4f

S

SHIRTS AND PAJAMAS.

Y. MATOYA. 1250 Fort. Suits, pajamas, kimonos. 5752-4f

SHIRTMAKERS.

Whin you want a shirt have one made to measure by Akagi, 1218 Nuuanu. 5808-1m

SHIRTMAKER.

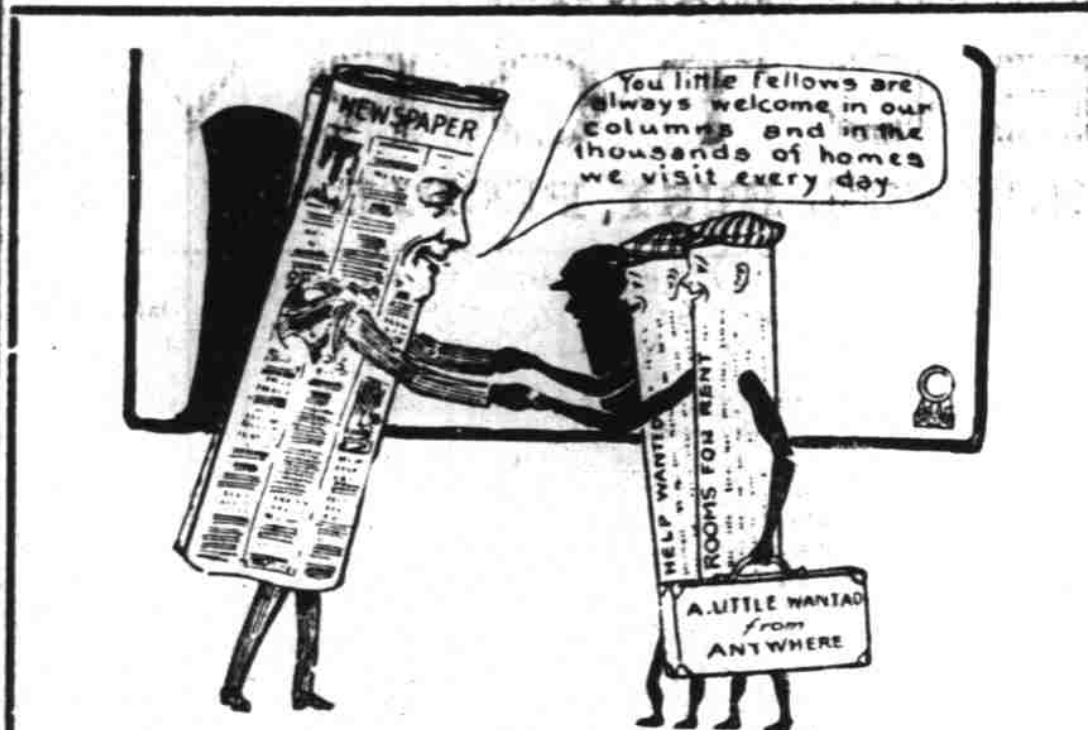
B. Yamatoya, shirts, pajamas, kimonos to order; Nuuanu near Pauahi. 5533-4f

SHIRTMAKER.

Have your shirts made to order. G. Awana, 348 S. King street. 5918-3m

SHOEMAKER.

Shoes repaired, soles nailed on. Bethel, near King street. 5918-1m



Welcome, Little Want Ads

In but few lines of business are the little bits of business so much appreciated as in the newspaper business

No matter how small your WANT ad may be, or how insignificant it may seem to you the Star-Bulletin considers it important and will give the same careful attention to your two-line WANT AD that is given the two-page ad of the large advertiser.

We want your little WANTS. To give you perfect service the Star-Bulletin has installed a perfect telephone system, handled by skilled ad phone operators enabling everybody having a phone to call the Star-Bulletin and order their WANTS in Honolulu's greatest newspaper.

WANT-ADS

WANT-ADS

PROFESSIONAL CARDS

MADEIRA EMBROIDERY.

Mrs. Carolina Fernandez, Union st. Madeira embroidery, luncheon sets, baby caps and dresses. Specialty of initial and hemstitching. Reasonable. 5522-4f

MODISTE.

Miss Nellie Johnson, 1119 Union St. Evening gowns, lingerie dresses. 5531-4f

MILLINERY.

For latest creations in millinery. The Fuji Hat Co., Nuuanu, cor. Pauahi. 5920-1m

HYDRAULIC ENGINEER.

Jas. T. Taylor, 511 Stangenwald bldg., consulting civil & hydraulic engineer. 5537-4f

MUSIC LESSONS.

Private lessons on Violin, Mandolin, Guitar, English Banjo and Ukulele by a teacher of many years' experience. Address P.O. Box 311. Tel. 4179. 5650-4f

Ernest K. Kaai, 51 Young Bldg. Tel. 3687, guitar, ukulele, mandolin, banjo, zither, violin, cello and vocal. 5531-4f

Bergstrom Music Co. Music and musical instruments. 1020-1021 Fort street. 5277-4f

Violin and piano taught by expert. 831 N. King st. 5919-1m

COLLECTOR.

W. L. Eaton, collector on commission. Telephone 1842. 5891-4f

SURGEON CHIROPODIST.

Dr. R. E. Merrill, McInerney's Shoe Store, Fort above King. Private room for ladies. Charges reasonable. 5918-4f

did you get?" asked Lem Bing. "A card with this printed on it, 'Live on a dime a day and earn it yourself.'" replied Si Heck.



Can you read what she is saying?

ANSWER TO YESTERDAY'S PUZZLE
Dora, Ida, Hester, Bertha, May, Isabel and Ada.

The Americans In Panama

Story of the Panama Canal From Start to Finish

By WILLIAM R. SCOTT

Published by the Statler Publishing company, 501 Fifth avenue, New York city.
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Another change in the plans was approved by the president on recommendations by the navy board on Jan. 15, 1908. The locks were ordered enlarged from 95 by 900 feet to 110 feet by 1,000 feet, usable dimensions, to meet the anticipated increase in the size of commercial and war vessels.

The Pennsylvania of our navy will be ninety-seven feet wide, or six and one-half feet on each side of the ship in the locks. The Imperator of the Hamburg-American line is 96 feet wide and 919 feet long, so that it appears that the locks may become too narrow before they become too short. The cost of the locks was increased \$5,000,000 by the change in plans.

A third vital change in the original plans came on Oct. 23, 1908, when the president authorized the widening of the Culebra cut for five miles from 200 feet to 300 feet at the bottom. This would enable ships to pass going in opposite directions anywhere in the cut and increased the cost of this part of the canal by \$14,000,000. Since these three important changes there have been no substantial changes in the canal plans except the decrease in the proposed height of the huge Gatun dam. Additional excavation to the extent of 70,871,594 cubic yards was necessitated by the new plans over the estimate of 103,795,000 yards made in 1906, or a total of 174,666,594 yards for the completed canal. But slides that later developed and further changes in the plans since 1908 have added 47,000,000 yards to that total, bringing it up to 221,666,594 yards. Thus Colonel Goethals has had to dig more than twice as much dirt as Mr. Stevens expected to take out and has done it in less time than was estimated for the original yardage.

Basing his figures on the revised plans, Colonel Goethals in 1908 issued the following estimate of the cost of the Panama canal:

ATLANTIC DIVISION—SEVEN MILES.
Breakwater in Limon bay.....\$11,622,000
Gatun locks.....17,736,000
Gatun locks, three twin locks.....25,824,000
Gatun dam.....13,572,000

\$68,754,000

CENTRAL DIVISION—THIRTY-TWO MILES.
Channel from Gatun locks to Bas Obispo.....\$7,977,000
Culebra cut, nine miles, Bas Obispo to Pedro Miguel lock.....80,481,000

\$88,458,000

PACIFIC DIVISION—EIGHT MILES.
Pedro Miguel lock.....\$12,683,000
Pedro Miguel dam.....251,000
Miraflores locks.....19,715,000
Miraflores dam.....2,156,000
Channel, Pedro Miguel to Pacific.....13,170,000

\$48,065,000

New Panama railroad.....\$4,164,000
Land damages.....500,000

\$4,664,000

GENERAL ITEMS.
Municipal improvements.....\$12,114,000
Buildings.....14,651,000
General expenses, salaries, subsistence, etc.....23,720,000
Loans to Panama railroad.....\$3,300,000
Contingencies.....20,000,000
Lighthouses, ships, wharves.....3,850,000
Double tracking, land and stock purchases.....1,400,000

\$84,000,000

Grand total cost of construction.....\$277,766,000

ALL OTHER ITEMS.
Sanitation.....\$20,053,000
Civil administration.....7,382,000
Paid for French property.....40,000,000
Paid for canal zone.....10,000,000

\$77,435,000

Total cost for completed canal.....\$355,201,000

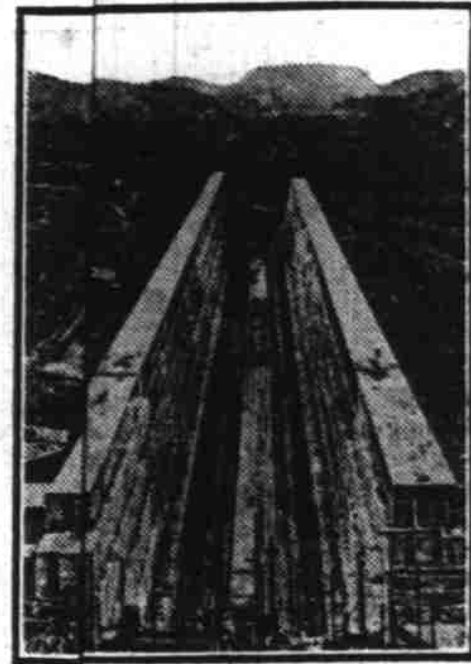
CHAPTER X.

Goethals a Great Administrator.
BEGINNING July 1, 1908, Colonel Goethals initiated changes in the organization, which was to be the final one for the canal. The department of engineering and construction was divided into three grand divisions, to be known as the Atlantic, central and Pacific. In the central division the main excavation of the canal has been made, as the mountain chain had to be pierced with a cut, the bottom of which would be only forty feet above sea level, necessitating digging down from the highest point on the surface, a depth of 272 feet, between Gold and Contractor's hills.

The equanimity with which Colonel Goethals has met every unexpected development in the construction work is a distinguishing feature of the man's mental processes. If he ever has for one moment entertained the shadow of a doubt of the success of the lock type canal he has not allowed his fears to

be manifest. The slides, the slip in the Gatun dam, the volcanic evidences in the Culebra cut, the cracks in the lock wall, earthquake disturbances and a host of lesser troubles have not shaken a faith.

The mammoth Gatun dam had been begun in 1906 and by 1908 was taking



Gatun Pedro Miguel Lock.

form order the constant dumping of rock and earth from the Culebra cut. On Nov. 20, 1908, a toe of the great dam slipped where the dam intersected the old French canal channel, carrying about 200 feet of the structure away. The hostile press and those who had consistently opposed a dam at Gatun immediately raised a storm of criticism against the stability of the proposed artificial mountain. The old wound caused from the battle of the levels was reopened, and so violent was the outburst that President Roosevelt took a characteristic step to quiet the issue.

He asked President Elect Taft to go to the isthmus, accompanied by Frederic I. Stearns, Arthur P. Davis, Henry A. Allen, James D. Schuyler, Isham Randolph, John R. Freeman and Allen Hazen, all eminent engineers, to make an investigation. The report made on Feb. 16, 1909, completely vindicated the plan for a dam at Gatun with the statement that if any error had been made it was on the side of precaution. They found the dam started along lines so excessively stable that they recommended that the height be cut from 135 feet above sea level to 115 feet, which would still leave the top of the dam thirty feet above the level of Gatun lake.

The six years from Jan. 1, 1907, to Jan. 1, 1913, constitute the main construction period of the Panama canal. Colonel Goethals has been chief engineer all but three months of that time. Steadily, foot by foot, the walls of the locks crept up and the bottom of the Culebra cut went down. By October, 1908, the preparatory work, substantially accomplished by Mr. Stevens, passed its highest point, and all energies were centered on the work of construction. Quarters, municipal work, roadmaking, subsistence and commissary were solved problems, and the "No Help Wanted" sign was displayed, the labor problem, too, being substantially worked out.

Sixty-three steam shovels in 1907 were increased to 100; the mileage in the canal zone was increased from 185 to about 500 miles for the Panama railroad and commission tracks; the number of unloaders, bank spreaders, track shifters and pile drivers was increased from a third to three times the number left by Mr. Stevens; twenty dredges were put in service, besides much other machinery and equipment not so noteworthy. Practically all repairs and creative mechanical work were concentrated in the Gorgona and Empire shops, with capacities commensurate with the equipment. The date when the equipment reached a maximum is fixed by Colonel Goethals as July 1, 1910. About 350,000 tons of coal and 500,000 barrels of oil have been used annually.

Dredging had progressed in the Pacific entrance to a point where five miles of the canal could be opened to navigation on Feb. 1, 1909. The Newport and San Jose of the Pacific Mail fleet, of American register, were the first ships to go through.

Columbus had been honored by naming Colon and Cristobal for him at the Atlantic entrance of the canal, and an executive order on April 30, 1909, honored the discoverer of the Pacific by changing the name of the Pacific terminal from La Boca to Balboa. It is at Balboa that the permanent machine shops, drydocks, yards, wharves, warehouses and general equipment to cost \$20,000,000 will be located.

In 1909 Colonel Goethals seems to have had the idea of making the canal zone habitable, but since then he changed his views in favor of making the canal zone a military reservation, the part not in use to be left to the jungle and only canal employees allowed without special permission in the ten mile limits.

Work on the fortifications was begun in 1911 on Flamenco island, three miles out in the bay at the Pacific entrance, and on Toro point, at the Atlantic entrance. The estimate for their cost, as fixed by the officers appointed to design them, is \$12,475,328. The latest and largest disappearing rifles will be installed after the concrete work is finished. The locks at the Pacific end

are nearly ten miles from the fortifications, which insures them against bombardment by an enemy's ships, and the Atlantic locks are seven miles from the fortifications. Some form of defense from airships must be worked out.

When the canal is completed the beautiful towns along the route will be abandoned. Gorgona, Bas Obispo, Las Cascaidas, Empire, Culebra and Paraiso will be razed. A permanent camp for the army will be located on the east side of the canal, across the cut from the town of Culebra. Marines have been in the canal zone since 1904, and in 1911 the Tenth Infantry was added to the permanent garrison, which will be further augmented by several regiments. The soldiers will police the canal zone after construction work is finished. Balboa and Cristobal will be the principal cities, though at Gatun and Pedro Miguel forces to operate the locks will be housed.

President Taft signed on Aug. 24, 1912, a bill for the permanent government and operation of the canal. Colonel Goethals' ideas were followed almost to the letter in drawing this bill. The president is authorized as soon as the canal is sufficiently near completion to abolish the present commission and to appoint a governor for a term of four years at a salary of \$10,000 per annum. In time of war the president may substitute an army officer for this governor. Salaries and wages are not to be more than 25 per cent greater than in the United States, and many of the perquisites now enjoyed by the employees are to be eliminated. The canal zone will be open to only such persons as the governor may admit. American coastwise ships are exempted from paying tolls for passage, foreign built ships owned by Americans may register under the American flag, ships owned by railroads cannot pass through the canal, the interstate commerce commission is given power to determine questions of competition, and the present judiciary system is continued with right of appeal to the federal courts in the United States. In addition, the government may sell ships' supplies and coal and provide facilities for repairing vessels at the canal terminals.

At the close of the fiscal year ended June 30, 1913, Colonel Goethals could look forward to one year more of the arduous labor and heavy responsibility he has borne before the big job would be in the clear. Involving conditions at that date, we find that the great Gatun dam was completed; the concrete work in the locks and spillway was about 99 per cent completed; the Culebra cut was approximately 96 per cent completed; the relocated Panama railroad was finished, and the work of establishing permanent shipping facilities at Balboa and Cristobal was under way.

Owing to fresh slides in the Culebra cut and to changes in plans in the Pacific division a new estimate of the total excavation for the completed canal and accessory plant became necessary at the beginning of the last complete year of canal construction, Jan. 1, 1912, to Dec. 31, 1913. The revised estimate then placed the excavation at 218,138,290 cubic yards, of which amount 202,001,000 cubic yards had been removed at the end of July, 1913, leaving to be excavated for the completed canal 15,325,948 cubic yards. The canal organization cannot remove the uncompleted portion before the first ship is scheduled to pass through the canal in October, 1913, but of the amount left more than 8,000,000 yards are to be excavated outside of the canal proper or in the sites for the coaling station, drydocks and terminal at Balboa, so that the actual canal channel substantially will be finished before the passage of the first ship.

During the early part of 1913 the Gatun lake was stationary at about fifty feet, but with the beginning of the rainy season in May it began to rise and will be allowed to rise to eighty feet, and this would back the water up the Culebra cut to permit the passage of some kind of ship. The ultimate level of the lake will be eighty feet.

Colonel Goethals is indeed a great administrator. Even if the employees have had soft conditions of employment it is an achievement to impress 35,000 men with a faith both in your capacity as an engineer and your sense of justice. This writer knows of no higher tribute that can be paid to him than the statement that in five months in the canal zone he never heard any one speak slurringly of the chief engineer.

As Admiral Schley said of the controversy over the battle of Santiago, "There is honor enough for us all," so with regard to the Panama canal, Colonel Goethals, as the star of the last six years, gets the curtain call, but Messrs. Stevens and Wallace, too, did their part well. And the whole company of Americans, composing the chorus or support to the success of the canal, is no one man, but the play. After all, it is no one man, but the spirit of Americanism, indomitable and triumphant, that we admire in Panama.

(To be Continued)

TODAY'S NEWS TODAY
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